

A Message from Governor Quinn



Pat Quinn, Governor

Dear Reader:

In 2009, the state of Illinois became a safer place to travel in an automobile as a result of our successful efforts to improve traffic safety. Illinois finished the year with 911 fatalities – the lowest number of people killed in auto crashes since 1921 – and fewer than 89,100 injuries. Motorists wearing safety belts in 2009 reached an all-time high, with a 91.7 percent usage rate, and then increased even more to a record-breaking 92.6 percent in subsequent months.

Illinois' primary safety belt law was signed in 2003, and our efforts to increase traffic safety since then are saving lives and preventing injuries. For example, in 2003 just over 76 percent of drivers were wearing their safety belts. At that time, Illinois saw 1,454 fatalities and more than 131,000 injuries.

By doing everything we can to get people to fasten their safety belts and by educating the public about driving responsibly, we are making travel on Illinois roadways safer.

With your help, we continue to save more lives and keep even more drivers safe. Please, remember to buckle up and drive responsibly every trip, every time.

Sincerely,

A handwritten signature in black ink that reads "Pat Quinn". The signature is written in a cursive, flowing style.

Pat Quinn
Governor

Dear Reader:

The Illinois Department of Transportation (IDOT) is committed to providing a safe travel environment for motorists traveling Illinois roadways. Programs such as Operation Teen Safe Driving and public awareness campaigns about driving responsibly, using safety belts and child restraint seats have been effective in reducing the occurrence and severity of motor vehicle crashes.

Safety belt usage in Illinois increased to a record high of 92.6 percent in 2010 – a substantial increase when compared to 76.2 percent observed in 2003 when the primary safety belt law was passed and fatalities numbered 1,454. In 2009, Illinois ended the year with 911 fatalities, the lowest number of traffic-related deaths since 1921. Injuries declined in 2009 as well, with fewer than 89,100 reported.

Another noticeable decline, in property damage only crashes, may have been influenced by IDOT's safety efforts. However, part of the decline is attributable to a change in the crash reporting threshold that became effective January 1, 2009.

The "2009 Illinois Crash Facts & Statistics" includes data that illustrate Illinois' safety accomplishments and provides information about traffic safety programs and key events in the history of traffic-safety related legislation.

IDOT will continue its efforts to reduce the occurrence and severity of crashes on Illinois roadways. With your help, we can make travel safer for everyone.

Sincerely,



Gary Hannig
Secretary

A Message from Secretary Hannig



Gary Hannig, Secretary

Acknowledgments

The Division of Traffic Safety would like to express its appreciation to the local, county, and state law enforcement agencies for their assistance in investigating and reporting traffic crashes and to the County Coroners and the Medical Examiner of Cook County for providing pertinent information. Without their efforts and cooperation, this publication would not have been possible.



Gary Hannig
Secretary of Transportation



Michael R. Stout
Director of Traffic Safety

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2009 Quick Facts

GENERAL

- 911 persons died in crashes in Illinois during 2009.
- An additional 89,090 persons were injured in crashes.
- Travel increased by .09 percent compared to the previous year.
- The mileage death rate decreased by 13.1 percent from 2008 to 2009.

ECONOMIC COSTS*

- The total estimated cost of crashes in Illinois for 2009 was \$5.3 billion.
- Each fatality was estimated to cost \$1,300,000.
- An incapacitating injury ("A" injury) was estimated to cost \$66,900.
- A nonincapacitating evident injury ("B" injury) was estimated to cost \$21,700.
- A possible injury ("C" injury) was estimated to cost \$12,300.
- A property damage crash was estimated to cost \$8,300.

FATAL

- 911 persons were killed in 832 fatal crashes in 2009.
- There was an average of 1.1 deaths per fatal crash.
- 25.7 percent of the fatal crashes occurred at intersections.
- 77.2 percent of the fatal crashes occurred on dry roadways.
- 48.3 percent of the fatal crashes occurred during daylight hours.
- 56.4 percent of the fatal crashes occurred on urban roadways.
- 31.7 percent of the fatal crashes involved a collision with a fixed object.

ALCOHOL

- 41.2 percent of all fatally injured drivers who were tested had a positive Blood Alcohol Concentration (BAC).
- 35.8 percent of the fatally injured drivers 16-20 years of age who were tested had a positive BAC.

PEDESTRIAN

- 111 pedestrians were killed in 2009.
- An additional 5,231 pedestrians were injured in crashes.
- Approximately 5 percent of the pedestrians killed were under 15 years of age.
- Almost 21 percent of the pedestrians killed were 65 years of age or older.
- Of the fatally injured pedestrians who were tested with known BAC test results, 43.2 percent had a positive BAC.

* Based on estimates made by the National Safety Council for 2009. The estimated costs are a measure of the dollars spent and income not received because of crashes, injuries, and fatalities. The 2009 estimated cost of crashes in Illinois was calculated by using injury severity and costs for those particular injuries.

PEDALCYCLE

- Riders under the age of 15 accounted for 20.0 percent of the pedalcyclist deaths and 21.1 percent of pedalcyclist injuries.

MOTORCYCLE

- There were 3,846 motorcycle crashes in the year 2009.
- The number of motorcyclists killed decreased by 3.7 percent from the previous year.

SCHOOL BUS

- No school-age passengers were killed in a school bus in 2009, although 133 were injured.
- No school bus drivers were killed in school buses; 78 were injured.

TRACTOR-TRAILER

- 64 persons were killed in tractor-trailer crashes.
- 3 of the persons killed were occupants of the tractor-trailer, while 55 were occupants of another type of vehicle.

TRAIN

- 25.0 percent of the fatal train crashes occurred at crossings with gates.
- 75.0 percent of the fatal train crashes occurred at crossings with types of traffic control other than gates, stop sign/flashers, or warning signs.

WORK ZONE

- There were 31 fatal crashes in work zones in 2009, in which 31 people were killed.
- Five of the persons killed were roadway construction workers.

DEER

- There were 18,831 crashes involving deer in 2009.
- Six deer crashes involved a fatality.

IMPORTANT NOTE

The law regarding the reporting threshold for property damage only crashes was amended, effective January 1, 2009, as follows:

When all drivers involved in a crash are insured, the amount of damage to any one person's property that must be reported increased from \$500 to \$1,500. If any driver does not have insurance, the threshold remains at \$500. The change did not affect the reporting of injury or fatal crashes.

The noticeable decline in property damage crashes may have been influenced by IDOT's safety efforts; however, part of the decline is attributable to this change in the crash reporting threshold.

There were 122,556 crashes reported in 2009 for which damage to any one person's property totaled between \$501 and \$1,500.

2009 Crash Data

IMPORTANT

The data provided in this section are based on reported crashes which occurred on public roadways within Illinois.

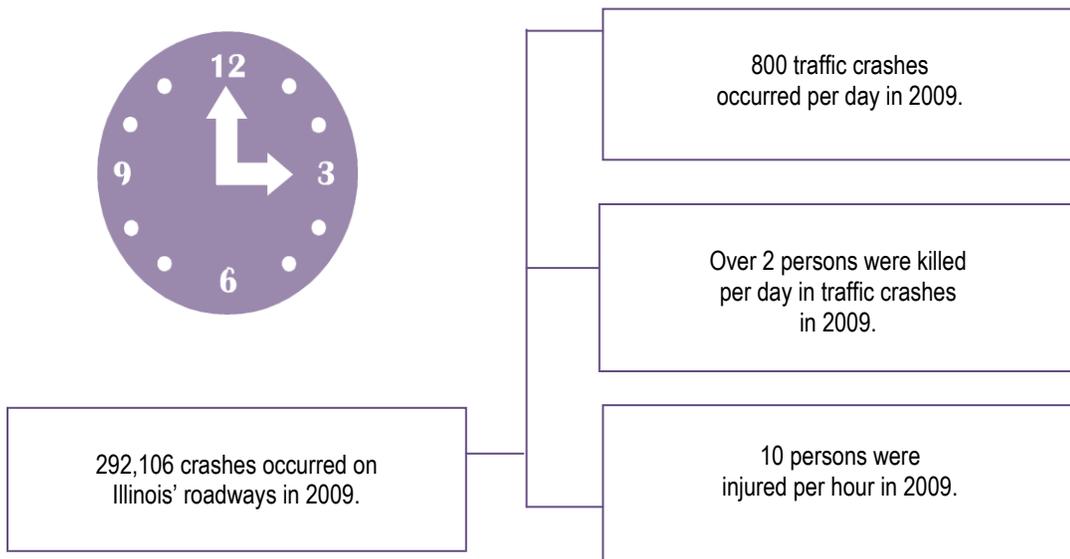
2009 Crash Data

Refer to note on page 9 for definition of data included.

Registered Motor Vehicles	10,009,485
Licensed Drivers	8,767,459
Vehicle Miles Traveled	105,734,665,833
Total Crashes	292,106
Total Injuries	89,090
“A” Type Injuries*	12,997
Total Deaths	911
Mileage Death Rate (Per Hundred Million Vehicle Miles Traveled)	0.86

* “A” Type Injury (Incapacitating Injury) is any injury, other than a fatal injury, which prevents the injured person from walking, driving, or normally continuing the activities he/she was capable of performing before the injury occurred. Includes severe lacerations, broken limbs, skull or chest injuries, and abdominal injuries.

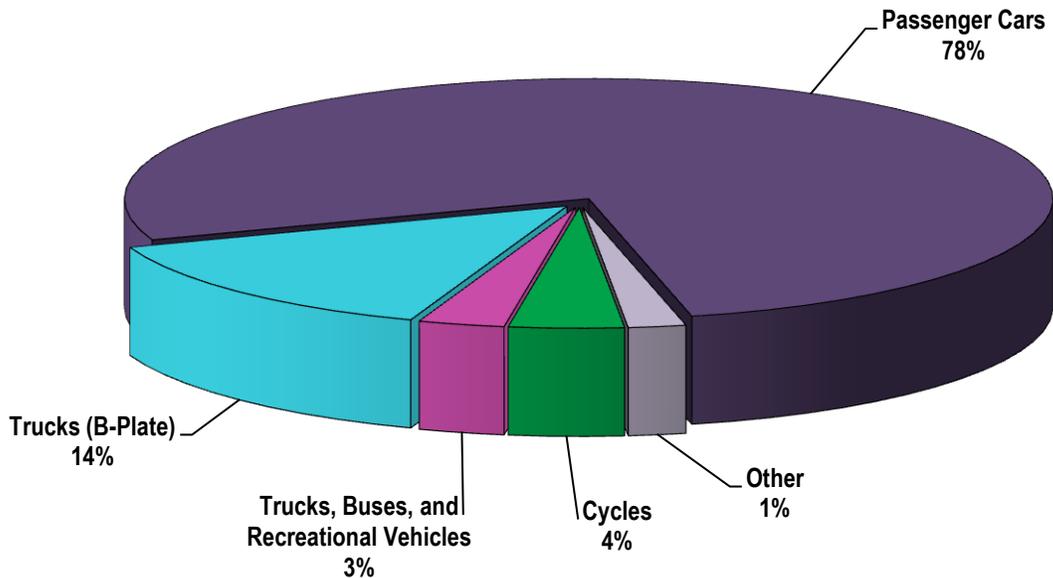
Illinois’ Highway Safety Clock



2009 Crash Data

Refer to note on page 9 for definition of data included.

Registered Motor Vehicles by Type



Motor Vehicles Involved in Crashes

TYPE OF MOTOR VEHICLE	CRASH SEVERITY			VEHICLE OCCUPANTS	
	Fatal	Injury	Total	Killed	Injured
Passenger car	794	87,071	400,551	502	62,757
Pickup truck	172	9,661	45,584	86	5,775
Van	92	9,222	39,730	42	6,508
Other single unit truck	23	1,246	7,257	2	373
Truck-tractor with semi-trailer	67	1,673	9,767	3	396
Farm tractor/farm equipment	5	64	193	1	24
School bus	2	291	1,557	0	242
Other bus	7	608	2,528	2	576
Motorcycle (under 150 cc)	3	411	562	3	431
Motorcycle (over 150 cc)	138	2,510	3,415	127	2,721
Other or unknown	23	2,426	27,979	11	913

2009 Crash Data

Refer to note on page 9 for definition of data included.

Drivers Involved in Crashes By Age and Crash Severity

AGE	CRASH SEVERITY						TOTAL LICENSED DRIVERS
	Fatal	Rate	Injury	Rate	Total	Rate	
15 or Younger	3	0.05	237	3.73	795	12.52	63,484
16	9	0.07	2,125	17.07	8,464	67.99	124,491
17	24	0.17	3,021	21.77	11,999	86.46	138,778
18	34	0.23	3,538	23.96	14,290	96.79	147,639
19	26	0.16	3,399	21.52	13,482	85.35	157,967
20-24	157	0.20	14,146	18.37	58,980	76.57	770,239
25-29	148	0.18	12,443	15.23	52,635	64.42	817,077
30-34	135	0.18	10,211	13.52	43,822	58.02	755,242
35-39	119	0.16	9,864	12.87	41,580	54.23	766,709
40-44	106	0.14	9,468	12.12	40,002	51.19	781,390
45-49	112	0.13	9,534	11.17	40,070	46.95	853,419
50-54	99	0.12	8,696	10.42	35,823	42.93	834,526
55-59	86	0.12	6,553	8.99	27,679	37.98	728,864
60-64	57	0.10	4,932	8.26	20,307	34.01	597,131
65-69	40	0.09	3,196	7.36	12,913	29.72	434,478
70-74	28	0.09	2,184	6.91	8,791	27.80	316,267
75 or Older	87	0.18	3,669	7.65	13,968	29.11	479,758
Unknown	26	--	5,152	--	52,743	--	--
TOTAL	1,296	0.15	112,368	12.82	498,343	56.84	8,767,459

Rates are expressed as the number of drivers involved in a particular type of crash per 1,000 licensed drivers.

2009 Crash Data

Refer to note on page 9 for definition of data included.

Drivers Involved in Crashes

	16-20 YEARS OF AGE	21-64 YEARS OF AGE	65 YEARS OR OLDER
Total Crashes	60,566	348,567	35,672
Fatal Crashes	119	993	155
Injury Crashes	15,156	82,774	9,049
Licensed Drivers	728,458	6,745,014	1,230,503
Fatal Crash Ratio ¹	1.96	2.85	4.35
Fatal Crash Rate ²	0.16	0.15	0.13
Total Crash Rate ³	83.14	51.68	28.99

¹ Drivers involved in fatal crashes per 1,000 total crashes.

² Drivers involved in fatal crashes per 1,000 licensed drivers.

³ Drivers involved in all crashes per 1,000 licensed drivers.

Holiday Traffic Crashes

HOLIDAY	TOTAL DAYS	CRASH SEVERITY			PERSONS		Average Killed Per Day
		Fatal	Injury	Total	Killed	Injured	
Memorial Day	3.25	17	514	2,135	30	757	9.2
Fourth of July	3.25	11	535	2,239	13	813	4.0
Labor Day	3.25	5	469	1,866	6	700	1.8
Thanksgiving	4.25	12	558	2,893	12	806	2.8
Christmas	3.25	3	496	3,059	4	775	1.2
New Year's	3.25	6	329	1,879	6	477	1.8

Crash counts begin at 6 p.m. on the day before the first full day of the holiday period and end at 11:59 p.m. on the last day of the holiday period.

2009 Crash Data

Refer to note on page 9 for definition of data included.

Crashes by Road Surface Condition

ROAD SURFACE CONDITION	CRASH SEVERITY			Total
	Fatal	Injury	Property Damage	
Dry	642	44,523	150,136	195,301
Wet	128	12,522	42,239	54,889
Ice or Snow	45	4,844	24,663	29,552
Sand, Mud or Dirt	1	97	174	272
Other	5	289	569	863
Unknown	11	1,010	10,208	11,229
TOTAL	832	63,285	227,989	292,106

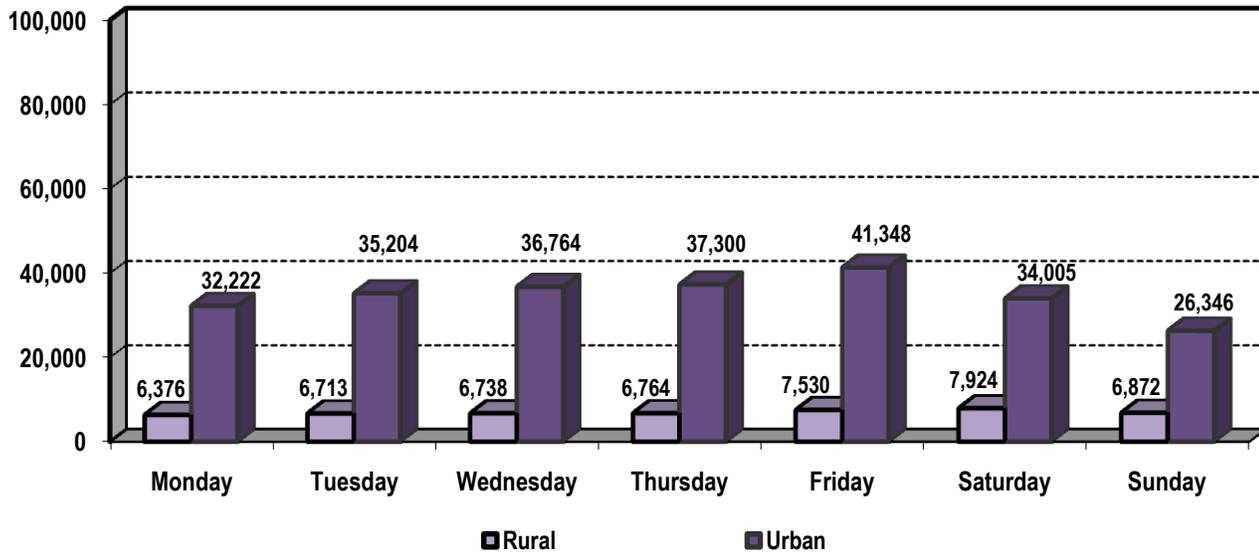
Crashes by Light Condition

LIGHT CONDITION	CRASH SEVERITY			Total
	Fatal	Injury	Property Damage	
Daylight	402	42,952	142,363	185,717
Dawn	10	837	3,706	4,553
Dusk	19	1,430	5,345	6,794
Darkness	222	7,279	32,772	40,273
Darkness – Road Lighted	179	10,490	37,965	48,634
Unknown	0	297	5,838	6,135
TOTAL	832	63,285	227,989	292,106

2009 Crash Data

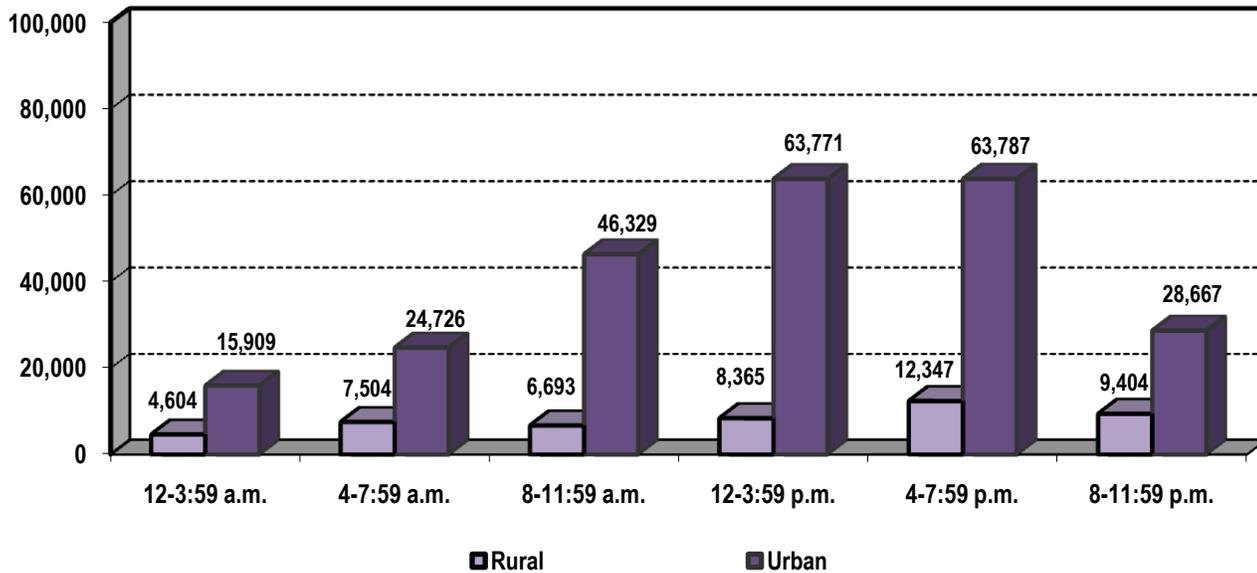
Refer to note on page 9 for definition of data included.

Crashes by Day of Week



The greatest number of crashes occurred on Friday with 41,348 crashes in urban locations and 7,530 crashes in rural locations. The second largest number of crashes occurred on Thursday.

Crashes by Time of Day



68.9 percent of all crashes occurred between 8:00 a.m. and 7:59 p.m. 86.4 percent of these crashes occurred on urban roadways.

2009 Crash Data

Refer to note on page 9 for definition of data included.

Crashes by Type of Roadway

TYPE OF ROADWAY	CRASH SEVERITY			PERSONS		PEDESTRIANS
	Fatal	Injury	Total	Killed	Injured	KILLED
URBAN						
State Highways	150	16,614	65,910	161	23,997	37
<i>Percent</i>	18.0	26.3	22.6	17.7	26.9	33.3
Interstate Type Roads	79	4,159	23,803	89	5,996	7
<i>Percent</i>	9.5	6.6	8.1	9.8	6.7	6.3
City Streets and Roads	166	23,063	117,683	173	31,309	30
<i>Percent</i>	20.0	36.4	40.3	19.0	35.1	27.0
Unmarked State Routes	74	8,566	35,793	83	12,118	18
<i>Percent</i>	8.9	13.5	12.3	9.1	13.6	16.2
Urban Total	469	52,402	243,189	506	73,420	92
<i>Percent</i>	56.4	82.8	83.3	55.5	82.4	82.9
RURAL						
State Highways	131	3,078	15,001	148	4,676	8
<i>Percent</i>	15.7	4.9	5.1	16.2	5.2	7.2
Interstate Type Roads	40	734	4,259	42	1,138	2
<i>Percent</i>	4.8	1.2	1.5	4.6	1.3	1.8
County and Local Roads	167	5,800	24,042	186	8,037	6
<i>Percent</i>	20.1	9.2	8.2	20.4	9.0	5.4
Unmarked State Routes	25	1,271	5,615	29	1,819	3
<i>Percent</i>	3.0	2.0	1.9	3.2	2.0	2.7
Rural Total	363	10,883	48,917	405	15,670	19
<i>Percent</i>	43.6	17.2	16.7	44.5	17.6	17.1
TOTAL	832	63,285	292,106	911	89,090	111
<i>Percent</i>	100.0	100.0	100.0	100.0	100.0	100.0

In 2009, there were 911 fatalities, including 111 that were pedestrians. 82.9 percent of the pedestrian fatalities occurred on urban roadways. By comparison, 55.5 percent of all fatalities and 82.4 percent of all injuries resulted from crashes on urban roadways.

Crashes by Type of Traffic Control

TYPE OF TRAFFIC CONTROL	CRASH SEVERITY			Total
	Fatal	Injury	Property Damage	
No Controls	451	28,946	126,889	156,286
Stop Sign/Red Flasher	83	8,467	22,084	30,634
Traffic Control Signal	97	18,024	47,526	65,647
Yield Sign/Yellow Flasher	0	355	909	1,264
Police Officer/Flagman	4	148	298	450
RR Crossing Gates	2	86	347	435
Other RR Crossing Device	8	42	151	201
School Speed Zone	0	32	58	90
No Passing Zone	19	257	676	952
Other Regulatory Sign	6	262	820	1,088
Other Warning Sign	9	277	755	1,041
Lane Use Control Marking	144	5,522	22,595	28,261
Delineators	0	15	41	56
Other/Unknown	9	852	4,840	5,701
TOTAL	832	63,285	227,989	292,106

The greatest number of crashes occurred where no controls were present. Such crashes account for 54.2 percent of fatal crashes, 45.7 percent of injury crashes, 55.7 percent of property damage crashes, and 53.5 percent of total crashes. The second largest number of crashes occurred where a traffic control signal was present (22.5 percent of total crashes).

2009 Crash Data

Refer to note on page 9 for definition of data included.

Crashes by Type of Collision

TYPE OF COLLISION	CRASH SEVERITY			PERSONS	
	Fatal	Injury	Total	Killed	Injured
Vehicle Overturned	63	2,491	4,558	65	3,310
Pedestrian	103	4,974	5,171	104	5,229
Train	8	21	63	11	30
Pedalcyclist	19	3,093	3,246	19	3,154
Animal	6	688	19,558	6	816
Fixed Object	264	8,682	35,257	285	10,911
Other Object	3	288	2,119	3	354
Other Noncollision	6	649	2,650	6	760
Parked	11	1,518	34,653	13	1,871
Rear-End	64	17,906	80,076	72	25,622
Head-On	81	1,132	2,567	104	2,339
Sideswipe – Same Direction	16	2,201	23,323	16	3,198
Sideswipe – Opposite Direction	17	770	3,416	20	1,195
Angle	99	8,419	31,210	109	13,924
Turning	72	10,453	44,239	78	16,377
TOTAL	832	63,285	292,106	911	89,090

Crashes involving fixed objects comprise the largest number of fatal crashes in Illinois and account for 31.3 percent of all fatalities in 2009. Rear-end collisions comprise the highest number of injury crashes, resulting in 28.8 percent of all injuries in 2009. Rear-end collisions, which are also responsible for the greatest number of property damage crashes, account for 27.4 percent of total crashes.

2009 Crash Data

Refer to note on page 9 for definition of data included.

Injuries by Person Type, Age, and Gender

AGE	DRIVERS				PASSENGERS				TOTAL OCCUPANT INJURIES			
	Male	Female	Total	%	Male	Female	Total	%	Male	Female	Total	%
4 or Younger	0	0	0	0.0	891	829	1,720	7.1	891	829	1,720	2.1
5-9	0	0	0	0.0	892	930	1,822	7.5	892	930	1,822	2.3
10-14	21	14	35	0.1	917	1,150	2,067	8.5	938	1,164	2,102	2.6
15-19	2,775	3,332	6,107	10.8	1,684	2,441	4,125	17.0	4,459	5,773	10,232	12.7
20-24	3,628	3,936	7,564	13.4	1,218	1,553	2,771	11.4	4,846	5,489	10,335	12.8
25-34	5,791	6,120	11,911	21.1	1,383	1,990	3,373	13.9	7,174	8,110	15,284	18.9
35-44	4,968	5,167	10,135	17.9	837	1,444	2,281	9.4	5,805	6,611	12,416	15.4
45-54	4,866	4,773	9,639	17.1	706	1,499	2,205	9.1	5,572	6,272	11,844	14.7
55-64	3,093	3,049	6,142	10.9	362	1,114	1,476	6.1	3,455	4,163	7,618	9.4
65-74	1,413	1,376	2,789	4.9	166	719	885	3.7	1,579	2,095	3,674	4.6
75 or Older	1,012	1,027	2,039	3.6	184	593	777	3.2	1,196	1,620	2,816	3.5
Unknown	81	36	117	0.2	302	412	714	2.9	383	448	831	1.0
TOTAL	27,648	28,830	56,478	100.0	9,542	14,674	24,216	100.0	37,190	43,504	80,694	100.0

AGE	PEDESTRIANS				PEDALCYCLISTS				TOTAL NON-OCCUPANT INJURIES			
	Male	Female	Total	%	Male	Female	Total	%	Male	Female	Total	%
4 or Younger	69	51	120	2.3	10	3	13	0.4	79	54	133	1.6
5-9	237	110	347	6.6	145	44	189	6.1	382	154	536	6.4
10-14	286	200	486	9.3	365	91	456	14.6	651	291	942	11.3
15-19	283	303	586	11.2	335	120	455	14.6	618	423	1,041	12.5
20-24	266	247	513	9.8	278	117	395	12.7	544	364	908	10.9
25-34	420	344	764	14.6	387	145	532	17.1	807	489	1,296	15.5
35-44	364	293	657	12.6	279	67	346	11.1	643	360	1,003	12.0
45-54	384	271	655	12.5	322	60	382	12.2	706	331	1,037	12.4
55-64	242	246	488	9.3	154	28	182	5.8	396	274	670	8.0
65-74	123	114	237	4.5	45	5	50	1.6	168	119	287	3.4
75 or Older	79	113	190	3.7	27	3	30	1.0	106	116	222	2.7
Unknown	95	83	180	3.4	73	16	89	2.9	168	99	267	3.2
TOTAL	2,848	2,375	5,223	100.0	2,420	699	3,119	100.0	5,268	3,074	8,342	100.0

Note: The totals above do not include 16 drivers, 6 passengers, 8 pedestrians, and 4 pedalcyclists whose age and/or gender were unknown. An additional 17 occupants of non-motor vehicles and 3 equestrians were also injured.

Occupant: Any person who is part of a transport vehicle.

Non-occupant: Any person who is part of a pedalcycle in transport (pedalcyclist) or any person who is not an occupant (pedestrian).

Drivers injured amount to 63.4 percent of all injuries in 2009.

Passengers represent 27.2 percent of the total number of injuries in 2009.

Pedestrians account for 5.9 percent of all injuries.

Pedalcyclists account for 3.5 percent of all injuries.

2009 Crash Data

Refer to note on page 9 for definition of data included.

Pedestrian and Pedalcycle Crashes

	PEDESTRIAN		PEDALCYCLE	
Total Crashes	5,313		3,255	
Fatal Crashes	113		20	
Injury Crashes	5,095		3,100	
Property Damage Crashes	105		135	
	Number of Crashes by Light Condition			
Light Condition				
Daylight	3,299		2,460	
Dawn	56		48	
Dusk	181		120	
Darkness	465		170	
Darkness – Road Lighted	1,243		438	
Unknown	69		19	
TOTAL	5,313		3,255	
	Number of Crashes by Type of Roadway			
Urban				
State Routes	718		538	
Interstate Type Roads	45		6	
City Streets and Roads	3,203		2,030	
Unmarked State Routes	1,018		538	
Urban Total	4,984		3,112	
Rural				
State Routes	44		23	
Interstate Type Roads	7		0	
County and Local Roads	162		73	
Unmarked State Routes	116		47	
Rural Total	329		143	
	Number of Persons Killed and Injured by Age			
Age	Pedestrians		Pedalcyclists	
	Killed	Injured	Killed	Injured
4 or Younger	2	120	0	13
5-9	1	347	1	189
10-14	2	486	3	456
15-19	4	586	1	455
20-24	5	513	1	395
25-34	16	764	4	532
35-44	16	657	4	346
45-54	26	655	3	382
55-64	16	488	1	182
65 or Older	23	427	2	80
Unknown	0	188	0	93
TOTAL	111	5,231	20	3,123

2009 Crash Data

Refer to note on page 9 for definition of data included.

Motorcycle Crashes

Motorcycle crashes account for 1.3 percent of all crashes in the year 2009. The number of motorcyclists killed decreased by 3.7 percent, from 135 in 2008 to 130 in 2009. These motorcycle fatalities account for 14.3 percent of all fatalities in 2009.

The figures below include motorcycles, motorscooters, motorbikes, and mopeds.

Total Crashes	3,846
Fatal Crashes	124
Injury Crashes	2,822
Motorcyclists Killed	130
Motorcyclists Injured	3,152
Non-Motorcyclists Killed	2
Non-Motorcyclists Injured	172

OPERATORS KILLED AND INJURED BY AGE

Age	Killed	Injured
9 or Younger	0	0
10-14	0	9
15-19	2	130
20-24	12	337
25-34	31	610
35-44	24	623
45 or Older	47	1,058
Unknown	0	7
TOTAL	116	2,774

MOTORCYCLES INVOLVED IN CRASHES BY TYPE OF MANEUVER

Motorcycle Maneuver	Motorcycles Involved
Going Straight Ahead	2,114
Passing/Overtaking	109
Making Left Turn	187
Making Right Turn	103
Slow/Stopped in Traffic	330
Skidding/Control Loss	526
Changing Lanes	47
Other	442
Parked	119
TOTAL	3,977

2009 Crash Data

Refer to note on page 9 for definition of data included.

School Bus Crashes

In 2009, there were 1,537 school bus crashes. These crashes account for 0.5 percent of the total crashes for the year.

Injury crashes involving school buses decreased by 17.6 percent, from 341 in 2008 to 281 in 2009. The number of fatalities also decreased by 66.7 percent.

Total Crashes	1,537
Fatal Crashes	2
Injury Crashes	281
Property Damage Crashes	1,254
Urban Crashes	1,344
Rural Crashes	193

CRASHES BY TYPE OF ROADWAY

URBAN	
State Routes	269
Interstate Type Roads	23
City Streets and Roads	863
Unmarked State Routes	189
Urban Total	1,344
RURAL	
State Routes	35
Interstate Type Roads	1
County and Local Roads	129
Unmarked State Routes	28
Rural Total	193

PERSONS KILLED AND INJURED BY PERSON TYPE

Person Type	Killed	Injured
School Bus Drivers	0	78
School Bus Passengers (School-Age)*	0	133
Other School Bus Passengers	0	31
Other Vehicle Occupants	2	223
Pedestrians (School-Age)*	0	7
Other Pedestrians	0	2
Pedalcyclists	0	8
TOTAL	2	482

* School-Age = Children 5-19 years of age.
School Bus = Type 1 or Type 2.

Tractor-Trailer Crashes

There were 9,319 crashes involving tractor-trailers in Illinois in the year 2009. These tractor-trailer crashes account for 3.2 percent of the total crashes.

Fatal crashes involving tractor-trailers account for 7.5 percent of all fatal crashes. Fatal crashes decreased by 38.0 percent, with the number of fatalities decreasing by 44.3 percent, from 115 in 2008 to 64 in 2009.

Total Crashes	9,319
Fatal Crashes	62
Injury Crashes	1,603
Property Damage Crashes	7,654
Vehicle Miles Traveled (Millions)	6,519

CRASHES BY TYPE OF ROADWAY

URBAN	
State Routes	2,007
Interstate Type Roads	2,940
City Streets and Roads	1,905
Unmarked State Routes	747
Urban Total	7,599
RURAL	
State Routes	578
Interstate Type Roads	662
County and Local Roads	342
Unmarked State Routes	138
Rural Total	1,720

PERSONS KILLED AND INJURED BY PERSON TYPE

Person Type	Killed	Injured
Tractor-Trailer Occupants	3	396
Other Vehicle Occupants	55	1,820
Pedestrians	5	23
Pedalcyclists	1	6
Occupants of Non-Motor Vehicles	0	0
TOTAL	64	2,245

2009 Crash Data

Refer to note on page 9 for definition of data included.

Work Zone Crashes

Work zone crashes are determined by location only, regardless of contributing factors. All reported crashes that occur in the vicinity of roadway construction, maintenance, or utility workers or designated work zone areas are included.

Work zone crashes account for 2.1 percent of all crashes in 2009.

Total Crashes	6,197
Fatal Crashes	31
Injury Crashes	1,478
Persons Killed	31
Persons Injured	2,101

CRASHES BY TYPE OF ROADWAY

URBAN	
State Routes	1,352
Interstate Type Roads	2,557
City Streets and Roads	1,196
Unmarked State Routes	601
Urban Total	5,706

RURAL	
State Routes	154
Interstate Type Roads	115
County and Local Roads	132
Unmarked State Routes	90
Rural Total	491

PERSONS INJURED BY TYPE OF ROADWAY

URBAN	
State Routes	570
Interstate Type Roads	724
City Streets and Roads	375
Unmarked State Routes	230
Urban Total	1,899

RURAL	
State Routes	84
Interstate Type Roads	42
County and Local Roads	48
Unmarked State Routes	28
Rural Total	202

Deer Crashes

In 2009, there were 18,831 crashes involving deer. Deer crashes account for 6.4 percent of the total crashes.

17.8 percent of deer crashes occurred during daylight hours; 66.6 percent occurred in darkness. Approximately 77.5 percent of deer crashes were on rural roadways, with 46.6 percent of these crashes on state routes.

Total Crashes	18,831
Fatal Crashes	6
Injury Crashes	601
Persons Killed	6
Persons Injured	711

CRASHES BY LIGHT CONDITION

Daylight	3,359
Dawn	1,146
Dusk	782
Darkness	12,539
Darkness – Road Lighted	800
Unknown	205
TOTAL	18,831

CRASHES BY TYPE OF ROADWAY

URBAN	
State Routes	1,983
Interstate Type Roads	930
City Streets and Roads	1,027
Unmarked State Routes	292
Urban Total	4,232
RURAL	
State Routes	6,801
Interstate Type Roads	1,520
County and Local Roads	5,804
Unmarked State Routes	474
Rural Total	14,599

2009 Crash Data

Refer to note on page 9 for definition of data included.

County Motor Vehicle Crash Statistics

COUNTY	CRASHES	PERSONS KILLED	PERSONS INJURED
Adams	1,436	4	479
Alexander	170	1	73
Bond	405	0	107
Boone	776	6	301
Brown	237	0	26
Bureau	858	7	243
Calhoun	189	0	24
Carroll	314	5	84
Cass	253	2	63
Champaign	3,395	12	1,134
Christian	716	10	226
Clark	467	5	125
Clay	292	2	70
Clinton	621	6	195
Coles	1,117	11	306
Cook	138,297	264	38,697
Crawford	497	0	103
Cumberland	324	5	94
DeKalb	1,686	10	603
DeWitt	357	1	79
Douglas	287	4	76
DuPage	18,677	23	5,718
Edgar	407	6	106
Edwards	154	0	20
Effingham	979	4	323
Fayette	483	2	142
Ford	231	1	105
Franklin	913	5	335
Fulton	1,025	8	234
Gallatin	140	1	30
Greene	264	2	81
Grundy	1,063	10	375
Hamilton	182	0	47
Hancock	460	5	85
Hardin	55	2	28
Henderson	187	1	68
Henry	920	5	266
Iroquois	609	7	215
Jackson	1,395	5	534
Jasper	232	0	82
Jefferson	896	5	304
Jersey	663	1	192
JoDaviess	578	4	146
Johnson	236	2	70
Kane	9,379	30	3,325
Kankakee	2,305	10	840
Kendall	1,580	7	661
Knox	961	5	293
Lake	13,050	18	4,668
LaSalle	2,528	21	738
Lawrence	340	0	107

2009 Crash Data

Refer to note on page 9 for definition of data included.

County Statistics (continued)

COUNTY	CRASHES	PERSONS KILLED	PERSONS INJURED
Lee	867	11	232
Livingston	667	5	270
Logan	691	9	198
McDonough	643	0	173
McHenry	5,150	15	1,687
McLean	3,343	14	1,123
Macon	2,454	7	884
Macoupin	772	7	226
Madison	5,420	26	1,833
Marion	839	9	285
Marshall	280	2	67
Mason	332	4	80
Massac	338	5	135
Menard	186	2	35
Mercer	242	0	92
Monroe	588	5	211
Montgomery	674	8	212
Morgan	706	0	209
Moultrie	280	2	95
Ogle	992	11	291
Peoria	4,862	15	1,733
Perry	479	2	155
Piatt	218	2	70
Pike	730	2	143
Pope	56	2	30
Pulaski	148	4	61
Putnam	165	0	24
Randolph	685	5	188
Richland	369	3	114
Rock Island	3,088	4	1,100
St. Clair	5,647	31	2,112
Saline	587	0	171
Sangamon	5,057	21	1,852
Schuyler	291	2	51
Scott	141	0	30
Shelby	478	4	139
Stark	154	1	49
Stephenson	1,054	4	290
Tazewell	2,592	8	946
Union	443	3	127
Vermilion	1,519	15	612
Wabash	186	1	61
Warren	457	3	134
Washington	366	5	92
Wayne	489	0	117
White	438	3	96
Whiteside	1,195	8	422
Will	12,504	37	3,799
Williamson	1,521	8	535
Winnebago	6,571	28	2,068
Woodford	566	3	185
TOTALS	292,106	911	89,090

2009 Fatal Crash Data

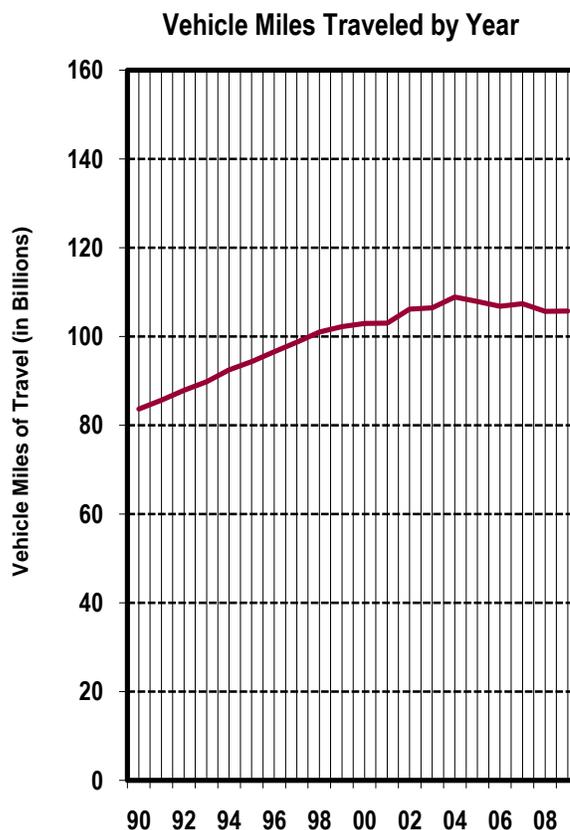
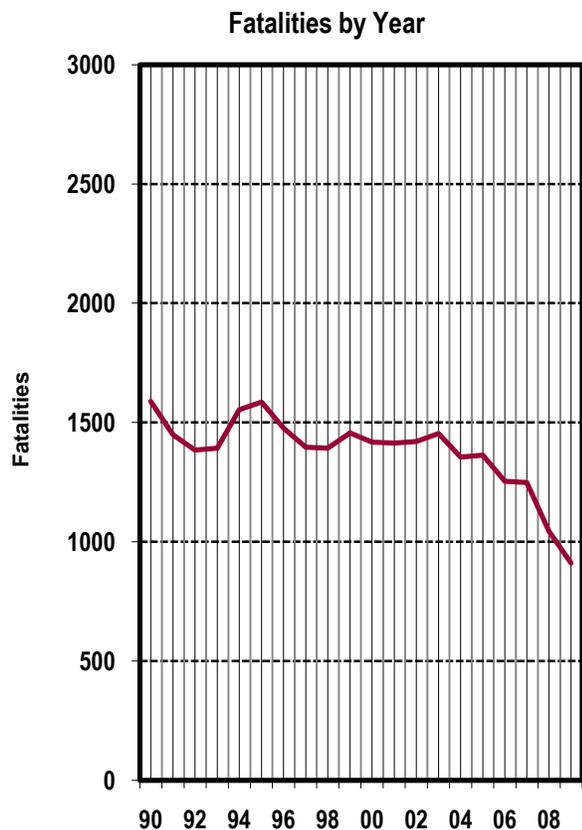
IMPORTANT

The data provided in this section are based on reported crashes which occurred on public roadways within Illinois and which involved at least one fatality.

2009 Fatal Crash Data

Refer to note on page 29 for definition of data included.

Illinois Fatalities and Vehicle Miles Traveled* 1990-2009



YEAR	FATALITIES	TRAVEL
1990	1,589	83.64
1991	1,448	85.67
1992	1,384	87.90
1993	1,392	89.82
1994	1,554	92.44
1995	1,586	94.32
1996	1,477	96.52
1997	1,397	98.73
1998	1,393	100.97
1999	1,456	102.19

YEAR	FATALITIES	TRAVEL
2000	1,418	102.94
2001	1,414	103.01
2002	1,420	106.18
2003	1,454	106.46
2004	1,355	108.91
2005	1,363	107.86
2006	1,254	106.81
2007	1,248	107.40
2008	1,043	105.64
2009	911	105.73

* Travel is stated in billions of miles.

2009 Fatal Crash Data

Refer to note on page 29 for definition of data included.

Fatal Crashes and Fatalities by Month

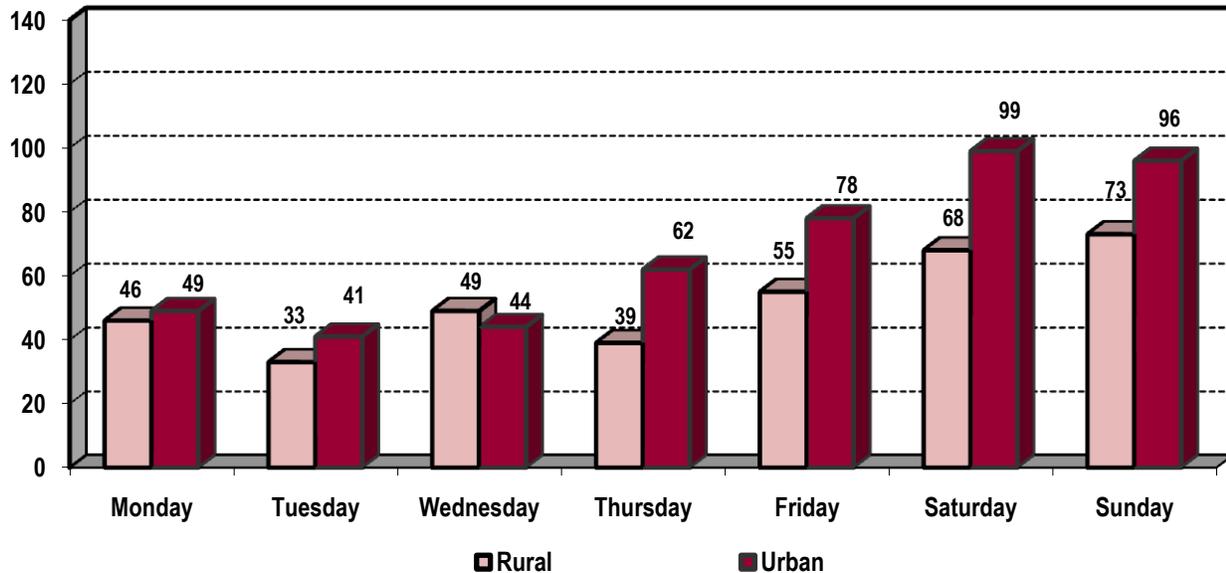
MONTH	FATAL CRASHES	FATALITIES
January	55	59
February	59	64
March	58	62
April	53	63
May	84	104
June	80	86
July	84	94
August	75	78
September	63	68
October	69	75
November	81	85
December	71	73
TOTAL	832	911

The greatest number of fatal crashes occurred in the months of May and July with each month having 84 fatal crashes. May had 104 fatalities, while July had 94 fatalities. The fatalities for these two months combined account for 21.7 percent of the total fatalities for the year.

2009 Fatal Crash Data

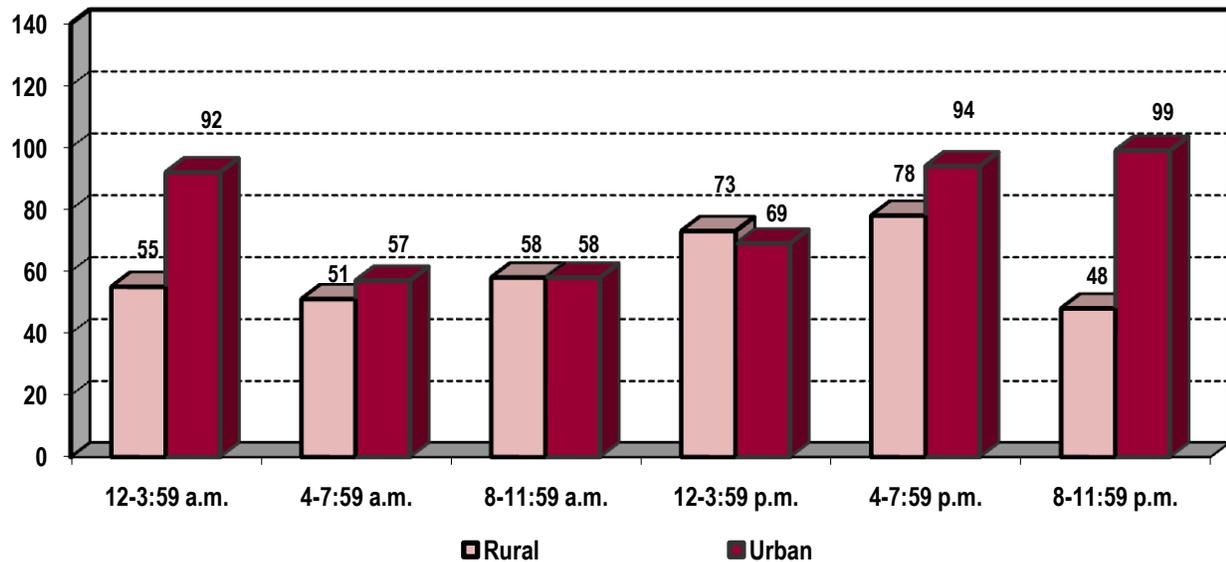
Refer to note on page 29 for definition of data included.

Fatal Crashes by Day of Week



The greatest number of fatal crashes occurred on Sunday with 96 crashes in urban locations and 73 crashes in rural locations. The second largest number of fatal crashes occurred on Saturday with 99 crashes occurring in urban locations and 68 crashes occurring in rural locations.

Fatal Crashes by Time of Day



56.0 percent of the fatal crashes occurred between 4:00 p.m. and 3:59 a.m. The majority of these 466 crashes occurred on urban roadways (285 crashes).

2009 Fatal Crash Data

Refer to note on page 29 for definition of data included.

Fatalities by Person Type, Age, and Gender

AGE	DRIVERS				PASSENGERS				TOTAL OCCUPANT FATALITIES			
	Male	Female	Total	%	Male	Female	Total	%	Male	Female	Total	%
4 or Younger	0	0	0	0.0	6	4	10	4.9	6	4	10	1.3
5-9	1	0	1	0.2	3	6	9	4.4	4	6	10	1.3
10-14	0	0	0	0.0	4	1	5	2.5	4	1	5	0.6
15-19	38	7	45	7.8	20	11	31	15.2	58	18	76	9.8
20-24	64	9	73	12.7	27	7	34	16.7	91	16	107	13.7
25-34	87	20	107	18.6	23	11	34	16.7	110	31	141	18.1
35-44	72	21	93	16.2	14	10	24	11.8	86	31	117	15.0
45-54	76	22	98	17.0	5	8	13	6.4	81	30	111	14.2
55-64	50	12	62	10.8	1	11	12	5.9	51	23	74	9.5
65-74	24	10	34	5.9	1	5	6	2.9	25	15	40	5.1
75 or Older	37	25	62	10.8	9	17	26	12.7	46	42	88	11.3
TOTAL	449	126	575	100.0	113	91	204	100.0	562	217	779	100.0

AGE	PEDESTRIANS				PEDALCYCLISTS				TOTAL NON-OCCUPANT FATALITIES			
	Male	Female	Total	%	Male	Female	Total	%	Male	Female	Total	%
4 or Younger	1	1	2	1.8	0	0	0	0.0	1	1	2	1.5
5-9	1	0	1	0.9	0	1	1	5.0	1	1	2	1.5
10-14	1	1	2	1.8	3	0	3	15.0	4	1	5	3.8
15-19	2	2	4	3.6	1	0	1	5.0	3	2	5	3.8
20-24	4	1	5	4.5	0	1	1	5.0	4	2	6	4.6
25-34	10	6	16	14.4	4	0	4	20.0	14	6	20	15.3
35-44	12	4	16	14.4	3	1	4	20.0	15	5	20	15.3
45-54	20	6	26	23.4	2	1	3	15.0	22	7	29	22.1
55-64	15	1	16	14.4	1	0	1	5.0	16	1	17	13.0
65-74	5	5	10	9.0	1	0	1	5.0	6	5	11	8.4
75 or Older	8	5	13	11.7	1	0	1	5.0	9	5	14	10.7
TOTAL	79	32	111	100.0	16	4	20	100.0	95	36	131	100.0

Note: One occupant of a non-motor vehicle was also killed in 2009.

Occupant: Any person who is part of a transport vehicle.

Non-occupant: Any person who is part of a pedalcycle in transport (pedalcyclist) or any person who is not an occupant (pedestrian).

Drivers killed amount to 63.1 percent of all fatalities in 2009. Driver fatalities decreased by 12.2 percent from 2008 to 2009.

Passengers represent 22.4 percent of the total number of fatalities in 2009.

Pedestrians account for 12.2 percent of all fatalities. They decreased by 17.8 percent from 2008 to 2009.

Pedalcyclists, which account for 2.2 percent of all fatalities, decreased by 25.9 percent from 2008 to 2009.

2009 Fatal Crash Data

Refer to note on page 29 for definition of data included.

Occupant Restraint Usage for Persons Killed

TYPE OF RESTRAINT	DRIVER	PASSENGER	TOTAL
None Used/Not Applicable	186	85	271
Safety Belt Used	223	75	298
Child Restraint Used	0	6	6
Safety Belt Used Improperly	0	0	0
Child Restraint Used Improperly	0	4	4
Unknown	40	16	56
TOTAL	449	186	635

TYPE OF RESTRAINT	AGE GROUPS					
	0-3	4-5	6-9	10-14	15-20	21 or Older
None Used/Not Applicable	0	3	3	3	47	215
Safety Belt Used	0	0	2	1	36	259
Child Restraint Used	3	1	2	0	0	0
Safety Belt Used Improperly	0	0	0	0	0	0
Child Restraint Used Improperly	3	1	0	0	0	0
Unknown	0	0	0	1	4	51
TOTAL	6	5	7	5	87	525

Excludes buses, motorcycles, and miscellaneous vehicles.

2009 Fatal Crash Data

Refer to note on page 29 for definition of data included.

Drivers Involved in Fatal Crashes by Age and Location

AGE	RURAL ROADWAYS		URBAN ROADWAYS		TOTAL	
	Drivers		Drivers		Drivers	
	Involved	Killed	Involved	Killed	Involved	Killed
15 or Younger	0	0	3	2	3	2
<i>Percent</i>	<i>0.0</i>	<i>0.0</i>	<i>0.4</i>	<i>0.7</i>	<i>0.2</i>	<i>0.3</i>
16	9	7	0	0	9	7
<i>Percent</i>	<i>1.7</i>	<i>2.4</i>	<i>0.0</i>	<i>0.0</i>	<i>0.7</i>	<i>1.2</i>
17	17	7	7	1	24	8
<i>Percent</i>	<i>3.2</i>	<i>2.4</i>	<i>0.9</i>	<i>0.3</i>	<i>1.9</i>	<i>1.4</i>
18	20	9	14	7	34	16
<i>Percent</i>	<i>3.7</i>	<i>3.1</i>	<i>1.8</i>	<i>2.4</i>	<i>2.6</i>	<i>2.8</i>
19	11	6	15	7	26	13
<i>Percent</i>	<i>2.1</i>	<i>2.1</i>	<i>2.0</i>	<i>2.4</i>	<i>2.0</i>	<i>2.3</i>
20-24	66	37	91	36	157	73
<i>Percent</i>	<i>12.4</i>	<i>12.9</i>	<i>11.9</i>	<i>12.5</i>	<i>12.1</i>	<i>12.7</i>
25-34	93	39	190	68	283	107
<i>Percent</i>	<i>17.4</i>	<i>13.6</i>	<i>24.9</i>	<i>23.6</i>	<i>21.8</i>	<i>18.6</i>
35-44	91	52	134	41	225	93
<i>Percent</i>	<i>17.0</i>	<i>18.1</i>	<i>17.6</i>	<i>14.2</i>	<i>17.4</i>	<i>16.2</i>
45-54	91	50	120	48	211	98
<i>Percent</i>	<i>17.0</i>	<i>17.4</i>	<i>15.7</i>	<i>16.7</i>	<i>16.3</i>	<i>17.0</i>
55-64	65	30	78	32	143	62
<i>Percent</i>	<i>12.2</i>	<i>10.5</i>	<i>10.2</i>	<i>11.1</i>	<i>11.0</i>	<i>10.8</i>
65-74	33	19	35	15	68	34
<i>Percent</i>	<i>6.2</i>	<i>6.6</i>	<i>4.6</i>	<i>5.2</i>	<i>5.2</i>	<i>5.9</i>
75 or Older	37	31	50	31	87	62
<i>Percent</i>	<i>6.9</i>	<i>10.8</i>	<i>6.6</i>	<i>10.8</i>	<i>6.7</i>	<i>10.8</i>
Unknown	1	0	25	0	26	0
<i>Percent</i>	<i>0.2</i>	<i>0.0</i>	<i>3.3</i>	<i>0.0</i>	<i>2.0</i>	<i>0.0</i>
TOTAL	534	287	762	288	1,296	575
<i>Percent</i>	<i>100.0</i>	<i>100.0</i>	<i>100.0</i>	<i>100.0</i>	<i>100.0</i>	<i>100.0</i>

Drivers aged 25-34 were involved in more fatal crashes than any other age group. Drivers aged 16-24 account for the most drivers killed with 66 killed on rural roadways and 51 killed on urban roadways

2009 Fatal Crash Data

Refer to note on page 29 for definition of data included.

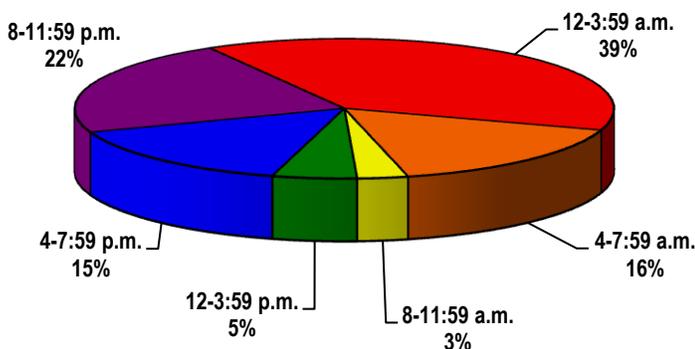
Drivers Killed by Age and BAC

AGE	BAC TEST RESULTS				TOTAL TESTED	NOT TESTED OR UNKNOWN IF TESTED	TOTAL KILLED
	0.00	0.01-0.07	0.08-0.20	Over 0.20			
15 or Younger	1	0	0	0	1	1	2
16-20	34	6	9	4	53	0	53
21-24	19	5	20	15	59	5	64
25-34	46	10	34	11	101	6	107
35-44	40	9	20	20	89	4	93
45-54	54	7	18	12	91	7	98
55-64	44	3	6	1	54	8	62
65-74	26	0	2	0	28	6	34
75 or Older	41	2	0	0	43	19	62
TOTAL	305	42	109	63	519	56	575

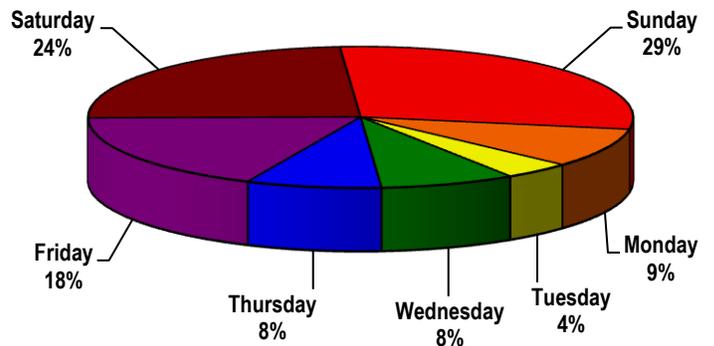
Fatal Alcohol-Related Crashes by Time of Day and Day of Week

Fatal alcohol-related crashes are fatal crashes in which at least one driver (surviving or deceased) had a Blood Alcohol Concentration (BAC) of 0.01 or greater. These pie charts show when fatal alcohol-related crashes occurred during 2009.

TIME OF DAY



DAY OF WEEK



2009 Fatal Crash Data

Refer to note on page 29 for definition of data included.

Fatal Crashes During the Holidays Total and Alcohol-Related*

HOLIDAY PERIODS	NUMBER OF DAYS	FATAL CRASHES		FATALITIES			
		Alcohol-Related*	Total	Alcohol-Related*	Total		
Memorial Day 6:00 p.m. on 05/22/09 – 11:59 p.m. on 05/25/09	3.25	9	of 52.9%	17	18	of 60.0%	30
Fourth of July 6:00 p.m. on 07/02/09 – 11:59 p.m. on 07/05/09	3.25	4	of 36.4%	11	5	of 38.5%	13
Labor Day 6:00 p.m. on 09/04/09 – 11:59 p.m. on 09/07/09	3.25	2	of 40.0%	5	2	of 33.3%	6
Thanksgiving 6:00 p.m. on 11/25/09 – 11:59 p.m. on 11/29/09	4.25	5	of 41.7%	12	5	of 41.7%	12
Christmas 6:00 p.m. on 12/24/09 – 11:59 p.m. on 12/27/09	3.25	1	of 33.3%	3	1	of 25.0%	4
New Year's 6:00 p.m. on 12/31/09 – 11:59 p.m. on 01/03/10	3.25	3	of 50.0%	6	3	of 50.0%	6

* Fatal crashes or fatalities resulting from crashes in which at least one driver (surviving or deceased) had a Blood Alcohol Concentration (BAC) of 0.01 or greater.

2009 Fatal Crash Data

Refer to note on page 29 for definition of data included.

Teen Fatalities by Age and Person Type

AGE	PERSON TYPE					TOTAL
	DRIVER	OCCUPANT	PEDESTRIAN	PEDALCYCLIST	OCCUPANT OF NON-MOTOR VEHICLE	
16	7	6	0	0	0	13
17	8	6	0	0	0	14
18	16	16	2	0	0	34
19	13	2	2	1	0	18
TOTAL	44	30	4	1	0	79

Teen Drivers Killed by Age and BAC

AGE	BAC TEST RESULTS				TOTAL TESTED	NOT TESTED OR UNKNOWN IF TESTED	TOTAL KILLED
	0.00	0.01-0.07	0.08-0.20	OVER 0.20			
16	7	0	0	0	7	0	7
17	7	0	1	0	8	0	8
18	7	3	3	3	16	0	16
19	7	3	2	1	13	0	13
TOTAL	28	6	6	4	44	0	44

2009 Fatal Crash Data

Refer to note on page 29 for definition of data included.

Fatal Pedestrian and Pedalcycle Crashes

Fatal Pedestrian Crashes	113	Fatal Pedalcycle Crashes	20
Pedestrians Killed	111	Pedalcyclists Killed	20

PEDESTRIANS AND PEDALCYCLISTS KILLED BY AGE AND BAC

BAC TEST RESULTS						
AGE	0.00	0.01-0.07	0.08-0.20	Over 0.20	No Test/ Unknown	Total
Pedestrians						
4 or Younger	1	0	0	0	1	2
5-9	0	0	0	0	1	1
10-15	1	0	0	0	1	2
16-20	4	0	1	0	0	5
21-24	0	1	0	3	0	4
25-34	6	0	3	7	0	16
35-44	6	1	4	2	3	16
45-54	8	1	5	8	4	26
55-64	13	2	0	1	0	16
65-74	6	1	1	0	2	10
75 or Older	9	0	0	0	4	13
TOTAL	54	6	14	21	16	111
Pedalcyclists						
4 or Younger	0	0	0	0	0	0
5-9	0	0	0	0	1	1
10-15	1	0	0	0	2	3
16-20	2	0	0	0	0	2
21-24	0	0	0	0	0	0
25-34	1	0	1	2	0	4
35-44	1	1	2	0	0	4
45-54	1	1	0	0	1	3
55-64	1	0	0	0	0	1
65-74	1	0	0	0	0	1
75 or Older	0	0	0	0	1	1
TOTAL	8	2	3	2	5	20

A pedestrian crash is any crash in which the first harmful event is the collision of a pedestrian and a motor vehicle.

A pedalcycle crash is any crash in which a pedalcyclist is involved with a motor vehicle. Crashes that involve only pedalcyclists are not reported to the Illinois Department of Transportation.

2009 Fatal Crash Data

Refer to note on page 29 for definition of data included.

Fatal Motorcycle Crashes

PERSONS KILLED BY TYPE OF ROADWAY

Fatal Crashes	124
Motorcyclists Killed	130
Non-Motorcyclists Killed	2

URBAN	
State Routes	24
Interstate Type Roads	11
City Streets and Roads	30
Unmarked State Routes	6
Urban Total	71
RURAL	
State Routes	26
Interstate Type Roads	4
County and Local Roads	28
Unmarked State Routes	3
Rural Total	61

MOTORCYCLE OPERATORS KILLED BY AGE AND BAC

AGE	BAC TEST RESULTS					No Test/ Unknown	Total
	0.00	0.01-0.07	0.08-0.20	Over 0.20			
9 or Younger	0	0	0	0	0	0	
10-15	0	0	0	0	0	0	
16-20	3	0	0	0	0	3	
21-24	6	1	1	1	2	11	
25-34	20	2	5	0	4	31	
35-44	9	3	7	4	1	24	
45 or Older	22	5	11	2	7	47	
TOTAL	60	11	24	7	14	116	

2009 Fatal Crash Data

Refer to note on page 29 for definition of data included.

Fatal Tractor-Trailer Crashes

Fatal crashes involving tractor-trailers account for 7.5 percent of all fatal crashes and 7.0 percent of all fatalities for the year.

45.3 percent of these fatalities occurred on urban roadways, while 54.7 percent occurred on rural roadways.

Fatal Crashes	62
Persons Killed	64

PERSONS KILLED BY TYPE OF ROADWAY

URBAN	
State Routes	7
Interstate Type Roads	14
City Streets and Roads	6
Unmarked State Routes	2
Urban Total	29
RURAL	
State Routes	19
Interstate Type Roads	11
County and Local Roads	1
Unmarked State Routes	4
Rural Total	35

TRACTOR-TRAILER OPERATORS INVOLVED IN FATAL CRASHES BY AGE

AGE	INVOLVED	KILLED
15 or Younger	0	0
16-20	0	0
21-24	1	0
25-34	8	0
35-44	19	2
45-54	17	1
55-64	17	0
65 or Older	2	0
TOTAL	64	3

2009 Fatal Crash Data

Refer to note on page 29 for definition of data included.

Fatal Train Crashes

Train crashes are crashes in which motor vehicles are involved with trains. Pedestrians and pedalcyclists hit by trains are not included.

Fatal crashes involving trains account for 1.0 percent of all fatal crashes for 2009. Fatalities resulting from train crashes account for 1.2 percent of all fatalities.

PERSONS KILLED BY TYPE OF TRAFFIC CONTROL

RR Gates	3
Other RR Crossing Device	8
Warning Sign	0
Stop Sign/Flasher	0
No Control	0
TOTAL	11

Fatal Crashes	8
Persons Killed	11

PERSONS KILLED BY TYPE OF ROADWAY

URBAN	
State Routes	0
City Streets and Roads	3
Unmarked State Routes	0
Urban Total	3
RURAL	
State Routes	0
County and Local Roads	8
Unmarked State Routes	0
Rural Total	8

MOTOR VEHICLE OPERATORS KILLED BY AGE AND BAC

AGE	BAC TEST RESULTS					No Test/ Unknown	Total
	0.00	0.01-0.07	0.08-0.20	Over 0.20			
15 or Younger	0	0	0	0	0	0	0
16-20	1	0	0	0	0	0	1
21-24	0	0	0	0	0	0	0
25-34	0	1	0	0	0	0	1
35-44	1	0	0	0	0	0	1
45-54	0	0	0	0	0	0	0
55-64	0	1	0	0	0	0	1
65-74	1	0	0	0	0	0	1
75 or Older	2	0	0	0	0	0	2
TOTAL	5	2	0	0	0	0	7

2009 Fatal Crash Data

Refer to note on page 29 for definition of data included.

Fatal Work Zone Crashes

Work zone crashes are determined by location only, regardless of contributing factors. All reported crashes that occur in the vicinity of roadway construction, maintenance, or utility workers or designated work zone areas are included.

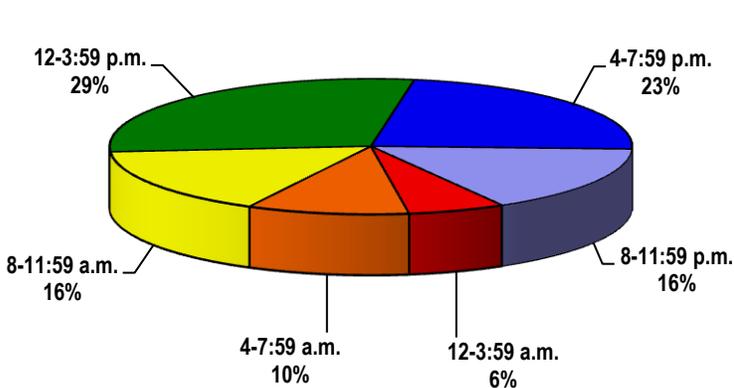
Fatal Crashes	31
Persons Killed	31
Drivers	21
Passengers	3
Workers	5
Pedestrians	2

FATAL CRASHES BY TYPE OF ROADWAY

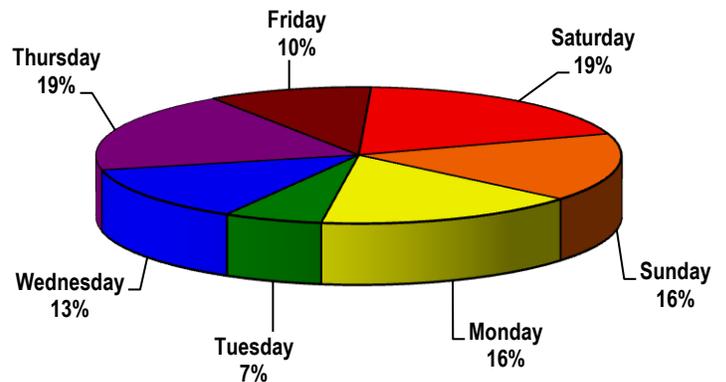
URBAN	
State Routes	8
Interstate Type Roads	5
City Streets and Roads	2
Unmarked State Routes	1
Urban Total	16
RURAL	
State Routes	6
Interstate Type Roads	4
County and Local Roads	5
Unmarked State Routes	0
Rural Total	15

FATAL CRASHES BY TIME OF DAY AND DAY OF WEEK

Time of Day



Day of Week



Appendix and Glossary

Appendix

Illinois Traffic-Related Key Events

January	1933	Legal age for alcohol consumption established at age 21 for males and 18 for females.
January	1946	Illinois safety responsibility law enacted.
January	1958	BAC of 0.15 established as the level at which a driver is presumed to be under the influence of alcohol.
January	1963	Legal minimum drinking age established at 21 years of age.
January	1967	Driving while intoxicated (DWI) law changed to include driving under the influence of drugs.
January	1967	Illegal presumption of being under the influence of alcohol lowered to 0.10.
January	1968	Mandatory motorcycle helmet usage law enacted for all riders.
May	1969	Motorcycle helmet usage law repealed.
October	1972	Implied consent law implemented.
January	1973	Legal minimum drinking age changed to allow 19 and 20-year-olds the right to purchase and consume beer and wine.
February	1974	Maximum speed limit reduced to 55 m.p.h.
October	1977	Crash reporting threshold increased to damage in excess of \$250 (previously \$100).
January	1980	Legal minimum drinking age re-established at 21 years of age for all consumption, purchase, and possession of alcoholic beverages.
January	1982	New driving under the influence (DUI)/implied consent law established illegal per se at 0.10 and toughened penalties.
July	1983	Child Passenger Protection Act became effective and required children under the age of 4 to be secured in a child safety seat and 4 and 5-year-olds to be secured in a safety seat or by a safety belt.
July	1985	Safety belt law enacted to require safety belt use by drivers and front seat passengers. Violation of the law is a primary offense.
January	1986	Color-coded driver's license established to distinguish between drivers under 21 years of age and drivers 21 and older.
January	1986	Statutory summary suspension established to strengthen DUI laws.
May	1987	Speed limit on rural interstates raised to 65 m.p.h. for first division vehicles and second division vehicles carrying less than 8,000 lbs.
January	1988	Safety belt law amended to make non-use of safety belts by drivers and front seat passengers a secondary offense.
January	1990	Mandatory insurance law enacted to require minimum liability limits.

Illinois Traffic-Related Key Events

January	1992	Crash reporting threshold increased to damage in excess of \$500 (previously \$250).
April	1992	Commercial driver's license required if operating a Class A or Class B vehicle.
January	1995	Zero Tolerance law enacted for drivers under the age of 21.
January	1995	Minimum fine for speeding in construction or maintenance zones or school zones doubled (to \$150).
August	1995	Penalties increased for drivers who do not stop when a school bus has stopped to load or unload passengers.
November	1995	Changes in federal legislation allowed Illinois to raise speed limits on certain interstate and freeway-type roads.
January	1997	Results of blood or urine tests of drivers receiving medical treatment in hospital emergency rooms for injuries resulting from a crash are reportable to police for the purpose of determining alcohol and/or drug content.
July	1997	Illegal per se lowered to 0.08 (previously 0.10).
January	1998	School bus drivers caught driving a school bus with any trace of alcohol in their systems lose the school bus driver permit.
January	1998	Graduated Driver's License established for drivers under 21 years of age.
January	1999	Use of ignition interlock devices established as a regular option for the sanction of certain repeat DUI offenders.
August	2001	Penalties increased for repeat DUI offenders. Installation of ignition interlock devices became mandatory in all vehicles owned by a person committing a second or subsequent DUI offense.
August	2001	Additional penalties imposed for persons convicted of DUI with a BAC of 0.16 or higher, or with a BAC of 0.08 or higher and a child under age 16 in the vehicle.
August	2001	Penalties increased for persons convicted of a second or subsequent violation of driving with a suspended or revoked license. Penalties also increased for persons convicted of driving with a license suspended or revoked for DUI, leaving the scene of a personal injury crash, reckless homicide, or failure to submit to chemical testing.
January	2002	Child Passenger Protection Act amended to require that children between the ages of 4 and 15 years, inclusive, be restrained in a safety seat or by a safety belt (previously applicable only to 4 and 5 year-olds). Fines for failure to secure a child in a safety seat doubled.
January	2002	"Scott's Law" enacted, requiring drivers approaching a stationary authorized emergency vehicle displaying flashing warning lights to yield the right-of-way by making a lane change if safe to do so, or otherwise reduce speed and proceed with caution. Included fines and possible license suspension for failure to do so.
January	2002	Minimum fine doubled (to \$300) for second and subsequent speed limit violations in construction or maintenance zones or school zones.

Appendix

Illinois Traffic-Related Key Events

January	2003	"Scott's Law" extended to require drivers entering a construction or maintenance zone where workers are present to make a lane change if safe to do so, or if impossible or unsafe to change lanes, to reduce speed and proceed with caution. Violation of this provision is punishable by a fine of up to \$10,000. DUI while committing the offense is a factor in aggravation. Driving privileges suspended for 90 days to one year for property damage; for 180 days to two years if another person is injured; for two years if another person dies.
January	2003	Law amended to allow for seizure and forfeiture of the vehicle of a person convicted of driving while a license has been suspended or revoked for DUI, leaving the scene of a personal injury crash, reckless homicide, or a statutory summary suspension related to use of alcohol, drugs, or intoxicating compounds.
January	2003	Persons driving a bus for any school-related activity must have a valid school bus permit.
July	2003	Statewide Traffic Stop Statistical Study established to collect data to identify racial bias.
July	2003	Safety belt law amended to provide for mandatory (primary) enforcement.
July	2003	Law amended to allow for seizure and forfeiture of the vehicle of a person who drives without a license and insurance and causes death or injury to another person.
January	2004	Persons under age 18 who obtain a Graduated Driver's License may not drive during the first 6 months of the license, or until the person reaches age 18, with more than one person under age 20 in the vehicle (siblings, step-siblings, children, and step-children excluded).
June	2004	Criminal Code amended to provide that if a defendant commits reckless homicide in a construction or maintenance zone and kills a worker, the defendant is guilty of a Class 2 felony, punishable by imprisonment for 3-14 years. If two or more persons are killed, the defendant may be sentenced to 6-28 years of imprisonment.
August	2004	Automated Traffic Control Systems in Highway Construction or Maintenance Zones Act became effective, allowing speed limit enforcement in construction and maintenance zones through the use of photographs or other recorded images.
August	2004	Fines and other penalties for speeding in a construction or maintenance zone increased. For a second or subsequent conviction within two years of the previous violation, driver's license is suspended for 90 days.
January	2005	Penalties increased for persons who leave the scene of personal injury crash. A person leaving the scene must report the crash at a police station or sheriff's office within ½ hour of the crash (previously one hour).
January	2005	Offense of bribery to obtain driving privileges created, with penalties.
January	2005	Vehicle registration application or renewal must include the liability insurance policy number, expiration date, and name of insurer.
January	2005	Reckless driving and aggravated reckless driving offenses expanded to include causing a vehicle to become airborne by using an incline in a roadway (such as a railroad crossing, bridge approach, or hill). If as a result an individual is unintentionally killed, it is a reckless homicide. If two or more are killed, it is a Class 2 felony.

Illinois Traffic-Related Key Events

July	2005	Persons under age 18 who have an instruction permit or Graduated Driver's License may not use a wireless phone while driving except for emergency purposes to contact law enforcement, health care provider, or emergency services agency.
May	2006	Madison County, St. Clair County, Cook County, the collar counties, and the municipalities within those counties may establish by ordinance a photo enforcement system for red light running at intersections. Suspension of driving privileges is allowed as a result of 5 unpaid photo enforcement traffic violations. This photo enforcement system may not be used for recording speed.
June	2006	Graduated Driver's License provisions amended to require 50 (previously 25) hours of behind-the-wheel instruction, with at least 10 of the hours at night.
January	2007	Automated Traffic Control Systems in Highway Construction or Maintenance Zones Act amended to require proof that workers were present when a citation is issued based on evidence obtained through automated photo enforcement. Photo enforcement other than in such zones may not be used for recording speed.
January	2007	Automated enforcement cameras allowed at rail grade crossings to capture photos of vehicles and drivers that drive around lowered gates or stop on railroad tracks.
July	2007	Persons convicted of driving an uninsured vehicle, in addition to any other penalty imposed, shall have the driving privileges suspended for 3 months and until a \$100 reinstatement fee is paid. If conviction for a similar violation occurs during the suspension, the driving privileges are suspended for an additional 6 months and until the reinstatement fee is paid.
July	2007	Driver's license cancellation for persons age 18 or younger who fail to attend school or are habitually truant.
August	2007	Illinois Liquor Control Act amended to disallow parents/guardians to knowingly permit the consumption of alcohol by underage invitees at their residence. If violation leads directly or indirectly to great bodily harm or death of any person, violation is a Class 4 felony (previously Class A misdemeanor).
January	2008	Persons under age 21 who receive court supervision for transfer, possession, or consumption of alcohol are subject to a 3-month driver's license suspension.
January	2008	Graduated Driver's License provisions strengthened. Person must have learner's permit for at least 9 months (previously 3 months) before GDL is issued. Persons holding a GDL may not drive during the first year (previously 6 months), or until reaching age 18, with more than one person under age 20 in the vehicle. Persons under age 19 (previously 18) may not use a wireless phone while driving except for emergency purposes.
January	2008	The Secretary of State may allow, without fee, the parent or guardian of a person under age 18 who has a Graduated Driver's License or instruction permit to view the person's driving record online.
January	2008	Child Passenger Protection Act strengthened to require any driver transporting a child to restrain the child in a child passenger restraint system (previously required a driver who was not the parent or guardian to restrain the child only if restraint was provided by the parent or guardian). Any person transporting a child under age 8 in a truck or truck tractor equipped with safety belts is required to restrain the child in the appropriate child restraint.

Appendix

Illinois Traffic-Related Key Events

January	2008	Penalties increased for a driver involved in a personal injury crash who fails to stop at or as close to the scene as possible or report to a nearby police station or sheriff's office as soon as possible.
June	2008	Penalties increased for reckless driving with bodily harm to a child or school crossing guard performing official duties.
August	2008	Persons convicted of a second violation of driving with a suspended or revoked license are guilty of a Class 4 felony and shall serve a minimum of 30 days imprisonment or 300 hours community service if original suspension or revocation was for DUI or leaving the scene.
August	2008	A wine bottle that has been opened but resealed for removal and transportation from a restaurant must be transported in the trunk of the vehicle or behind the last upright seat of a vehicle with no trunk (previously allowed transportation of resealed bottle in passenger compartment).
January	2009	First-time DUI offenders who wish to drive during the statutory summary suspension period must have a Breath Alcohol Ignition Interlock Device installed on the vehicle and a Monitoring Device Driving Permit. Offenders who decline to obtain a MDDP and BAID and are caught driving during license suspension are guilty of a Class 4 felony. Commercial vehicle drivers are not eligible for a MDDP to operate a commercial vehicle during the suspension period.
January	2009	Crash reporting threshold increased to damage in excess of \$1,500 when <u>all</u> drivers are insured. If any driver is uninsured and there is damage over \$500 to any one person's property, all drivers must report.
January	2009	"Scott's Law" amended to allow suspension or revocation of a person's driving privileges for failing to yield the right-of-way or reduce speed for a stationary authorized emergency vehicle, if the violation resulted in another person's death or injury or in damage to another person's property.
January	2009	Criminal Code amended to allow a judge or jury to infer that a defendant's act was reckless homicide and a Class 2 felony if the defendant also violated Scott's Law pertaining to yielding the right-of-way to a stationary authorized emergency vehicle.
January	2009	Persons who enter a rail grade crossing and obstruct passage of other vehicles, pedestrians, train, or railroad equipment shall have driving privileges suspended, in addition to \$500 fine or 50 hours community service.
January	2009	School bus drivers must open the service door and driver's window of the bus before crossing railroad tracks.
January	2010	Using a device to write, send, or read an electronic communication of any kind (text messages, emails, etc.) is prohibited while operating a motor vehicle.
January	2010	Using a wireless phone in a school speed zone or construction or maintenance zone is prohibited while operating a motor vehicle.
January	2010	Law amended to allow for seizure and forfeiture of the vehicle driven by a person while the license is suspended or revoked for reckless homicide.
January	2010	Maximum speed limit for trucks raised to 65 m.p.h. on interstates outside of the Counties of Cook, DuPage, Kane, Lake, McHenry, and Will.
January	2010	Motor vehicles not specifically designed to be operated on a public highway are subject to mandatory insurance provisions when operated on a street, road, or highway.

Motorcycle Helmet Usage in Illinois June 2010 Observational Survey Results

SURVEY DESIGN

The recent motorcycle helmet survey was a statistical (multi-stage random) observational survey conducted statewide during June 2010 on both high volume state highways and low volume local roads and residential streets. The survey design was based on the National Highway Traffic Safety Administration's requirements and had two characteristics:

1. The survey was conducted between 7:00 a.m. and 6:30 p.m. when the light was adequate for observation.
2. The survey sites included interstate highways, freeways, county roads, state highways and a random sample of residential streets within selected areas.

There were 1,435 operators and passengers of motorcycles observed at 258 locations statewide. Of these riders, 33.7 percent were wearing helmets.

MOTORCYCLE HELMET USAGE RATES		
	TOTAL OBSERVED	ACTUAL USAGE RATE
STATEWIDE	1,435	33.7%
Regions		
City of Chicago (46)	56	44.6%
Cook County (40) (excluding Chicago)	55	41.8%
Collar Counties (118)	888	30.9%
Downstate (54)	436	36.9%
Road Type		
Residential (190)	682	31.1%
U.S./Illinois Highways (40)	376	36.7%
Interstate Highways (28)	377	35.3%
Day of Week		
Weekends (115)	1,029	33.1%
Weekdays (143)	406	35.0%

Note: The number in () indicates the number of survey sites.

Appendix

Safety Belt Usage in Illinois 2010 Observational Survey Results

SURVEY DESIGN

The recent safety belt survey was a statistical (multi-stage random) observational survey conducted statewide during June 2010 on both high volume state highways and low volume local roads and residential streets. The survey design was based on the National Highway Traffic Safety Administration's requirements and had four characteristics:

1. The survey was conducted between 7:00 a.m. and 6:30 p.m. when the light was adequate for observation.
2. The survey observations were restricted to front seat occupants (drivers and passengers) of cars, sport utility vehicles, taxis, vans, and pickup trucks.
3. Only the use of a shoulder harness was observed since vehicles passed an observation point without stopping.
4. The survey sites included interstate highways, freeways, county roads, state highways, and a random sample of residential streets within selected areas.

There were 136,674 front seat occupants observed during the June 2010 observational survey. The survey provided a statistically representative sample of the state as a whole. For more information on survey design, refer to the original report entitled "Design of the New Safety Belt Usage Survey in Illinois," Division of Traffic Safety, Illinois Department of Transportation (IDOT), January 1994.

SAFETY BELT USAGE RATES		
	TOTAL OBSERVED	ACTUAL USAGE RATE
STATEWIDE	136,674	92.6%
Regions		
City of Chicago (46)	21,861	88.0%
Cook County (40)	16,136	91.0%
(excluding Chicago)		
Collar Counties (118)	72,543	94.2%
Downstate (54)	26,134	92.5%
Road Type		
Residential (190)	71,259	90.9%
U.S./Illinois Highways (40)	23,614	91.8%
Interstate Highways (28)	41,801	95.6%
Day Of Week		
Weekends (115)	67,655	94.0%
Weekdays (143)	69,019	91.0%

Safety Belt Usage in Illinois 2010 Observational Survey Results

HISTORICAL TRENDS

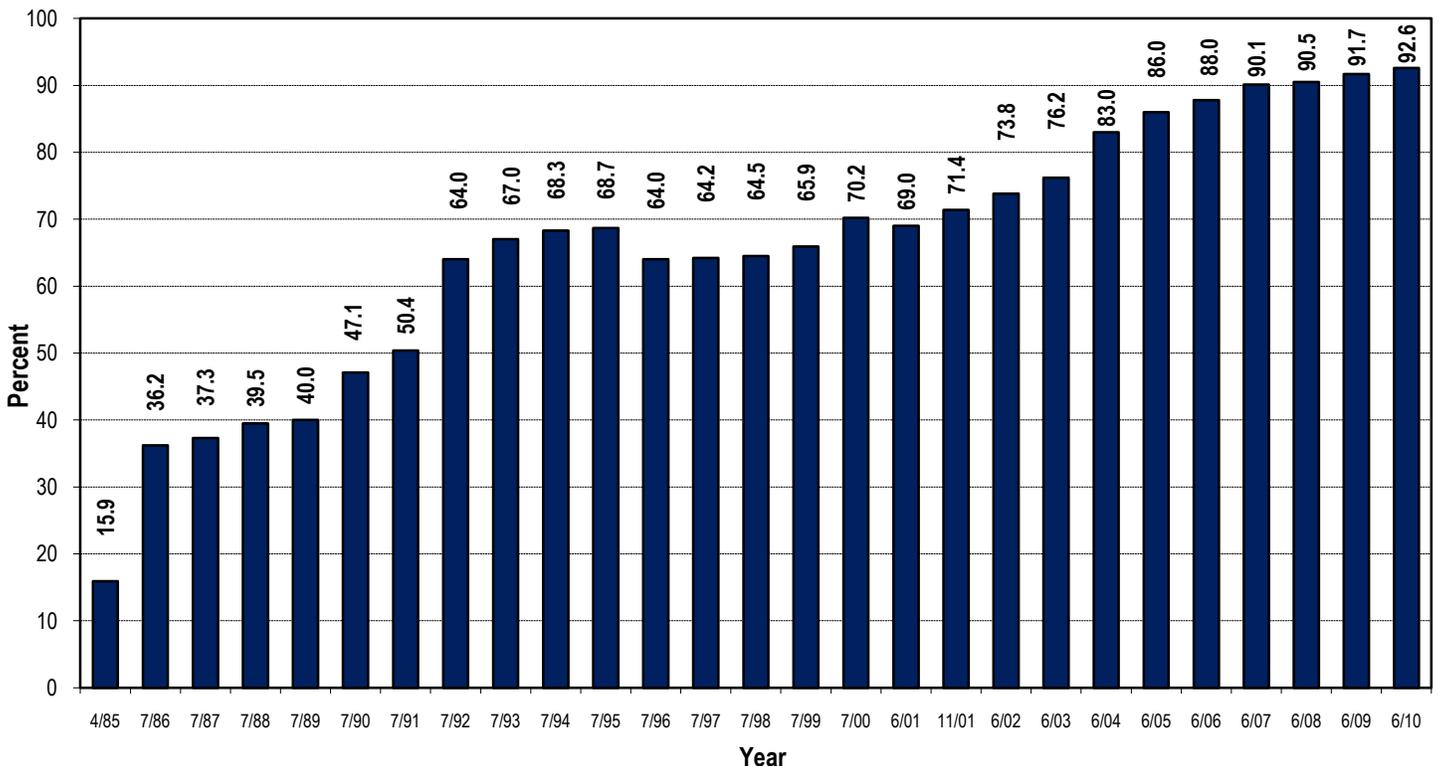
Illinois' first safety belt survey was conducted in April 1985, prior to the safety belt law becoming effective on July 1, 1985. The data from the first survey became a base from which to measure the success of Illinois' efforts to educate citizens about the benefits of using safety belts.

The base line (April 1985) occupant restraint usage rate for all front seat occupants (drivers and passengers) observed in Illinois was 15.9 percent. During the first twelve months after the safety belt law became effective, the observed rate increased to 36.2 percent.

Since the first survey was conducted in April 1985, the safety belt usage rate has increased almost 77 percentage points, peaking at 92.6 percent in June 2010.

On July 3, 2003, the primary safety belt legislation was signed into law (Public Act 93-099), taking effect immediately. Under this law, police officers can stop vehicles in which occupants fail to buckle up and issue citations.

FRONT SEAT OCCUPANT RESTRAINT USAGE RATE



Note: Surveys for 1998-2010 include occupants of pickup trucks, which tend to have lower usage rates.

Appendix

Division of Traffic Safety Programs

The Division of Traffic Safety offers a number of traffic safety programs and services which focus attention on specific areas of concern. Information on the programs listed below can be acquired by calling the telephone numbers listed. You may also request the information by writing to the Illinois Department of Transportation, Division of Traffic Safety, at 1340 North 9th Street, Springfield, IL 62702, or by visiting our website at www.dot.il.gov.

Crash Information

(217) 782-2575

- Local Accident Reference System (LARS) program.
- State route crash data.
- Crash data, such as that found in this publication.
- Fatality Analysis Reporting System (FARS), including alcohol and drug-related fatal crash data.

Occupant Protection Survey Information

(217) 785-1181

Operation Teen Safe Driving (OTSD)

(217) 782-9641

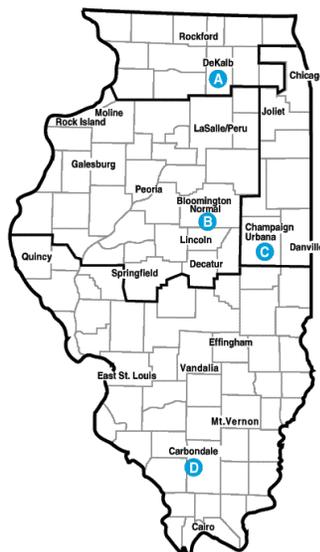
Cycle Rider Safety Training Program*

A. Northern Illinois University

Motorcycle Safety Project
University Outreach Services
DeKalb, IL 60115-2854
(800) 892-9607
(815) 753-1683
www.outreach.niu.edu/mcycyle/

B. Illinois State University

Motorcycle Safety Education
Campus Box 5221
Normal, IL 61790-5221
(800) 322-7619
(309) 438-2352
www.motorcyclesafety.ilstu.edu/



Highway Safety Programs

(217) 782-4972

- Occupant Protection.
- Impaired Driving.
- Traffic Records.
- Traffic Law Enforcement.
- Motorcycle Safety.
- Distracted Driving.
- Bicycle/Pedestrian Safety.

Commercial Vehicle Safety

(217) 785-1181

- Motor Carrier Safety.
- Hazardous Materials Transportation.
- Commercial Vehicle Safety Audits.
- Periodic Vehicle Inspection.
- School Bus Safety Inspection.

C. University of Illinois

Motorcycle Rider Program
#4 Gerty Drive
Champaign, IL 61820
(800) 252-3348
(217) 333-7856
www.mrp.uiuc.edu

D. Southern Illinois University Carbondale

Motorcycle Rider Program
Safety Center-Mail Code 6731
1435 Douglas Drive
Carbondale, IL 62901
(800) 642-9589
(618) 453-2877
www.siu.edu/~cycle

*For motorcycle training course enrollment and information on course starting dates, times, and locations, contact a Regional Center by telephone or visit our website at www.dot.il.gov.

BLOOD ALCOHOL CONCENTRATION (BAC)

On July 2, 1997, a BAC of 0.08 or greater became the level at which a driver is considered legally intoxicated in Illinois. Prior to July 2, 1997, the level was 0.10.

CRASH

An occurrence which takes place on a public roadway, involves a moving motor vehicle and produces death, injury, or damage in excess of \$1,500 to any one person's property when all drivers in the crash are insured. If any driver does not have insurance, the threshold is \$500. (The change in the threshold was effective on January 1, 2009).

DRIVER

An occupant who is in actual physical control of a motor vehicle or, for an out-of-control vehicle, an occupant who was in control until control was lost. When the term driver is used, it includes drivers of all types of motor vehicles, including cars, vans, pickup trucks, motorcycles, tractor-trailers, emergency vehicles, and buses.

FATALITY VS. FATAL CRASH

A fatality is a death that results from a traffic crash. A fatal crash is a motor vehicle crash (single or multiple) that results in the death of one or more persons.

INJURY CRASH

Any motor vehicle crash that results in one or more non-fatal injuries.

“A” INJURY (incapacitating injury)

Any injury, other than a fatal injury, which prevents the injured person from walking, driving, or normally continuing the activities he/she was capable of performing before the injury occurred. Includes severe lacerations, broken limbs, skull or chest injuries, and abdominal injuries.

“B” INJURY (non-incapacitating injury)

Any injury, other than a fatal or incapacitating injury, which is evident to observers at the scene of the crash. Includes lump on head, abrasions, bruises, minor lacerations.

“C” INJURY (possible injury)

Any injury reported or claimed which is not either an “A” or “B” injury. Includes momentary unconsciousness, claims of injuries not evident, limping, complaint of pain, nausea, hysteria.

LOCATION (URBAN)

Includes locations in or adjacent to a municipality or other urban area of over 5,000 population.

LOCATION (RURAL)

Includes all locations not classified as urban.

MILEAGE DEATH RATE

Fatalities per 100 million vehicle miles of travel (VMT).

MOTORCYCLIST

Any occupant, either operator (driver) or passenger, of a motorcycle.

PEDALCYCLIST

Any occupant of a non-motorized vehicle which is propelled by pedaling. Included in this pedalcycle category are bicycles, tricycles, unicycles, and big wheels.

PEDESTRIAN

Any person who is not in or on a vehicle.

TRACTOR-TRAILER

Alternative term for semi-truck.

TRAVEL

Vehicle miles driven.

WORK ZONE CRASHES

Determined by location only. These are crashes that occur in the vicinity of roadway construction, maintenance, or utility workers or designated work zone areas.

